

# *Modes*

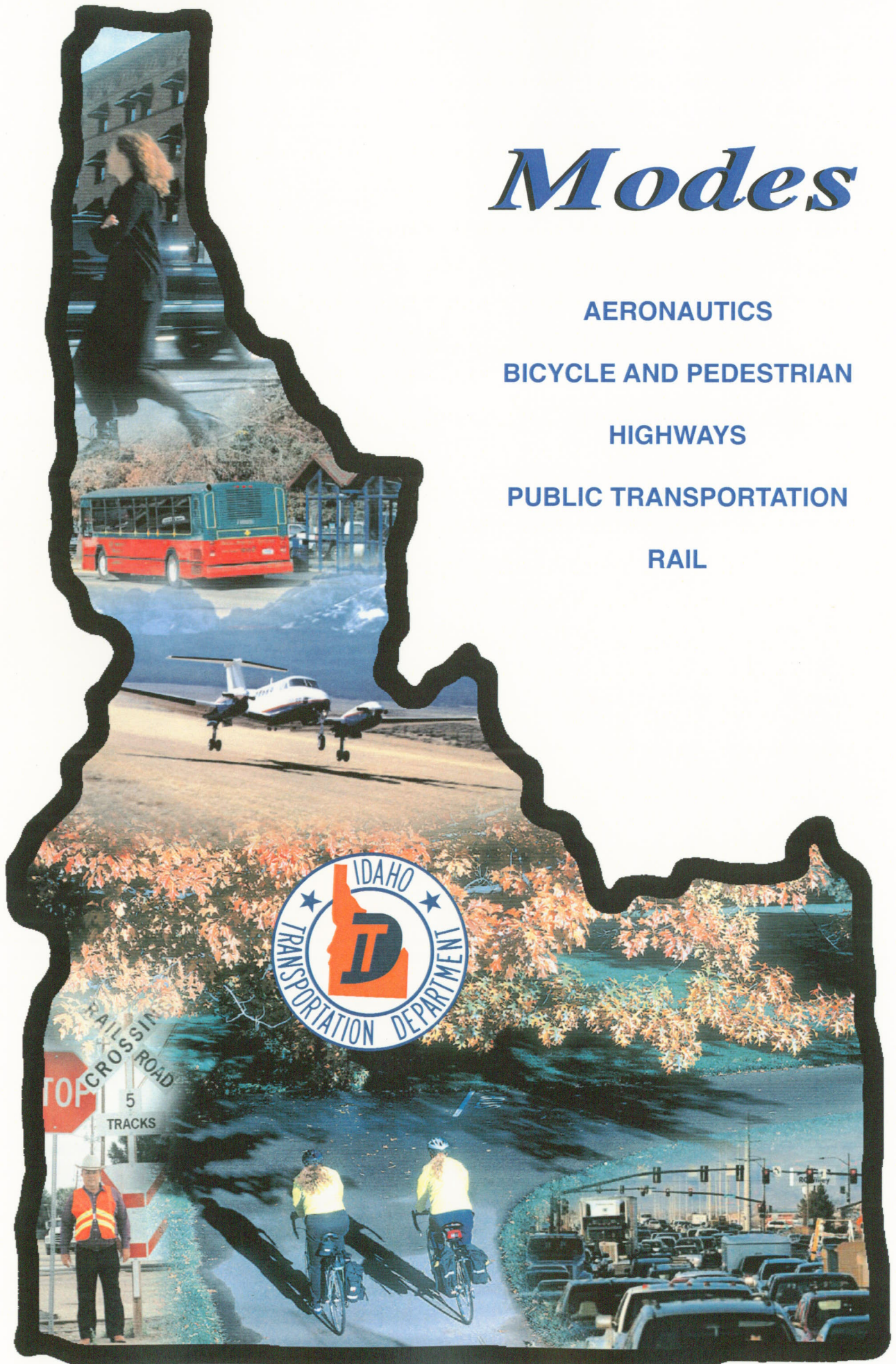
AERONAUTICS

BICYCLE AND PEDESTRIAN

HIGHWAYS

PUBLIC TRANSPORTATION

RAIL









# Aeronautics

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## DESCRIPTION OF THE MODE

Idaho's system of public-use airports serves a wide variety of aviation activities. General-aviation airports serve not only corporate and business users, but these airports also play an important role in supporting recreation and tourism in the state. Idaho's commercial airports accommodate operations by regional/commuter airlines, as well as major airline operations. Air cargo activities are also supported by the state's aviation system, as is some military activity. In addition to these airports the Division of Aeronautics oversees maintenance and operation activities at state-owned recreational and emergency airstrips.

## DETERMINATION OF NEEDS

The Division of Aeronautics, in partnership with the Federal Aviation Administration (FAA) and municipalities, coordinates a multi-level planning process comprised of State Aviation System Plans, Airport Master Plans, and Capital Improvement Programs. System planning establishes statewide needs while master planning is a more detailed plan for a single airport.

## FUNDING

Airport projects are funded from a combination of federal, state, and local sources. Both federal and state programs are funded by user taxes. At the federal level, airline ticket tax, air freight waybill tax, international passenger departure tax, and aviation fuel tax are income sources. The state airport program is funded by aircraft fuel tax and aircraft registration tax.

The Division of Aeronautics receives FAA-AIP grant funding primarily for planning studies. The division currently receives 95% of the project costs for preparation of the ongoing Idaho Aviation System Plan, the annual Airport Safety Data – 5010 Inspection Program, and the annual Airport Pavement Inspection and Management System.

The division, in cooperation with the FAA, manages two special programs that allow a small group of airports to accomplish airport planning and/or airport maintenance projects. These are the Multiple Airport Layout Planning projects and the Non-primary Entitlement Multi-Site Maintenance projects. These projects are structured such that a group of airports will





## Statewide Transportation Improvement Program

participate in their own projects under a single FAA grant that is awarded to the Idaho Division of Aeronautics, who acts as the combined airport sponsor (grantee) and project administrator/manager. The match for these special programs is supplied cooperatively by the state through force-account administration/management and by the individual airport owners through cash match and/or force-account participation. The advantage to these special programs is that a great share of the FAA-AIP funds goes directly to the planning or the construction work, since much of the administration/management is provided by state and local force account. In addition, the maintenance construction can be done using ITD specifications and procedures that are often less expensive to accomplish and are better understood by the local contracting community. When the state acts as sponsor for multiple airports by accepting and managing single grants for multi-airport work, there is a notable cost savings resulting from an economy of scale.

### APPLICATION PROCESS

The division annually requests grant applications from the 71 eligible public airports throughout the state. The state has a specific application form and set of application procedures. An updated CIP is requested at the time of the application.

General Aviation Airports are required to submit their FAA Preapplication to the division for approval, prior to its submittal to the FAA. The FAA regularly requests review and comment upon the FAA applications by the division prior to the final processing. A copy of the FAA application is accepted in lieu of an IAAP application when the request is simply for assistance with the local match requirement for the AIP funds.

### PROJECT SELECTION

Project selection is a collaborative process involving the FAA, municipalities, and the ITD. Statewide systems planning and airport master planning coupled with public input are the basis of the state Capital Improvement Program. The intended use of the funds is the basis for project selection and acceptance.

Primary service airports receive a lump sum annual grant while General Aviation Airports that receive FAA-AIP funds are automatically eligible to receive assistance with their required match.

General Aviation Airports that are not eligible to receive federal funds are eligible to receive IAAP funds to assist with airport planning, development, and maintenance projects. These projects are carefully reviewed, prioritized, and evaluated. Since the division has limited funding, each approved project must demonstrate that it addresses an immediate safety need or that it will preserve facilities that the state has funded in the past.

The next page is the aeronautics grant cycle outline.



MONTH	ACTION ITEMS
NOVEMBER & DECEMBER	Letters to sponsors requesting: <ul style="list-style-type: none"><li>- Grant applications</li><li>- Capital Improvement Programs (CIP)</li></ul>
JANUARY 30	Deadline for submission of applications
FEBRUARY	Review, prioritize, and evaluate grant applications. Develop the three-year Idaho Airport Aid Program (IAAP)
APRIL	Aeronautics Advisory Board reviews three-year IAAP Acceptance of the three-year IAAP by AAB.
MAY	Approval of three-year IAAP by ITD Board Budget approved by Legislature Three-year IAAP submitted for the STIP
JUNE	Funding notification sent to airport sponsors. Draft STIP reviewed by Idaho Transportation Board.
JULY	STIP public involvement and revisions Grant offers to sponsors and funds are available.
SEPTEMBER	Final STIP approved by ITD Board
OCTOBER	STIP submitted to FHWA and FTA with anticipated 30-day review and approval period

#### **REFERENCE MATERIALS**

- *Idaho Aviation System Plan*
- *Idaho Network Pavement Management System*
- *Application to Idaho Airport Aid Program*
- *Three-Year Idaho Airport Aid Program*



FY 2006 -2010  
**Statewide Transportation Improvement Program**

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# ***Bicycle and Pedestrian***

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## **DESCRIPTION OF THE MODE**

The Idaho Transportation Department recognizes the value of bicycling and walking and offers opportunities for funding support. The majority of bicycle/pedestrian projects on the State Highway System are implemented in conjunction with designated highway improvement projects. Bicyclists and pedestrians are legitimate users of the state's transportation system and all transportation jurisdictions should consider and accommodate their needs.

## **DETERMINATION OF NEEDS**

Cities, counties, highway districts, and metropolitan planning organizations must assess where needs exist for improved facilities and prioritize those needs at the community level. Any jurisdiction considering a major improvement to a roadway should always evaluate deficiencies in the access and accommodation of pedestrians and bicyclists. However, it must be recognized that simply providing a bicycle- and pedestrian-friendly environment cannot address all of the challenges associated with non-motorized transportation. Some safety problems, for example, may be more easily solved through programs than through facilities. A comprehensive assessment of bicyclist and pedestrian needs should result in more than one solution element—Engineering, Education, Enforcement, and Encouragement (the “4Es”) may all play an important role in a well-rounded approach. The Idaho Bicycle and Transportation Plan has an in-depth discussion on a comprehensive 4E approach.

## **FUNDING**

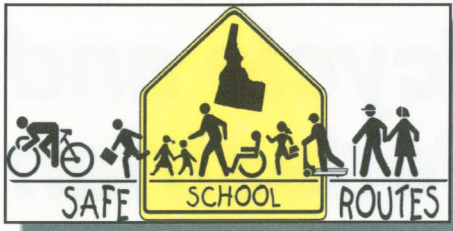
All of the various funding programs described in the Modes section under “Highways” can be used to fund bicycle and pedestrian projects. The Office of Highway Safety's Bicycle and Pedestrian Grant Program funds activities aimed at safety education activities (but not facility construction or maintenance). The STP—Enhancement program recognizes bicycle and pedestrian projects as a special funding category. These can be facility construction projects that support safety education. More information on the STIP—Enhancement Program can be found in the “Special Programs” section or on the ITD website:

[www.itd.idaho.gov/planning/reports/enhancement/EnhancementProgram.html](http://www.itd.idaho.gov/planning/reports/enhancement/EnhancementProgram.html)





## Statewide Transportation Improvement Program



A new federal-aid program, Safe Routes to School, will help to make walking and bicycling to school safer in schools children K-8. ITD's website will post information as details about the program finalize in 2006.

### PROJECT SELECTION

Project selection is a collaborative process between state and local transportation officials and system users. The key to selection is for communities to determine a long-term sense of direction, which then becomes part of a local transportation system plan, usually a subcomponent of a comprehensive plan. Annually, the ITD solicits project proposals to be included in its Statewide Transportation Improvement Program (STIP), which is approved by the Idaho Transportation Board in September. Project selection is quite competitive and projects with demonstrated community support, adequate local planning, and documentation of public input have the best potential of being funded. Cities under 5,000 in population, counties, and highway districts can request assistance from the Local Highway Assistance Council (LHTAC) for developing project submittals. LHTAC administers the selection process for the Surface Transportation Program (STP)—Local Rural and STP—Local Urban programs. Proposed projects within the State Highway System's right-of-way will be selected based upon input from the appropriate ITD district office.

### APPLICATION PROCESS

The schedule is concurrent with the schedule in the Capital Investment Program, which is determined annually in late November. The department annually publishes a STIP Planning Calendar that shows the various project submittal deadlines for specific funding categories. LHTAC administers the application process for the STP—Local Rural and STP—Local Urban programs. Project proposals within the State Highway System's right-of-way will need to be closely coordinated with the appropriate ITD district office.

### REFERENCE MATERIALS

- *Idaho Bicycle and Pedestrian Transportation Plan*
- *Capital Improvement Program* update packet
- *Highway Safety Plan*
- *Enhancement Program Application Packet*
- STIP Planning Calendar
- [http://itd.idaho.gov/bike\\_ped/](http://itd.idaho.gov/bike_ped/)







# Highways

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## DESCRIPTION OF THE MODE

From farm-to-market roads to Interstates, Idaho's highways, roads, and streets are vital to the state's economy. The state's agriculture, forestry, commerce, tourism, and recreation industries are dependent on good transportation facilities.

The Idaho Transportation Department is responsible for the State Highway System (all Interstates, U.S. Routes, and State Highways), which primarily serves city-to-city travelers. The balance of the roadway system primarily serves travel within cities and connections to our rural areas.

## DETERMINATION OF NEEDS

The determination of needs is a collaborative process in each district among the ITD, federal and local agencies, Indian Tribes, and the public. Roadway data, public input, agency input, and community / state planning documents are all considered as state and local projects are selected and prioritized. All participants review the requested projects annually during the Statewide Transportation Improvement Program (STIP) update process.

## FUNDING

A variety of funding sources are available to meet performance objectives for the highway system, which include:

- Bridge—State, Local, and Off-System
- Congestion Mitigation and Air Quality Improvement
- Demonstration or High-Priority
- Discretionary
- Borders and Corridors
- Bridge
- Interstate Maintenance
- Public Lands
- Scenic Byways
- Forest Highway
- Indian Reservation Roads
- Interstate Maintenance
- National Highway System
- State Funds



## Statewide Transportation Improvement Program

- Surface Transportation Program (STP)—Enhancement
- STP—Hazard Elimination
- STP—Local Urban
- STP—Local Rural
- STP—Rail Safety
- STP—State
- STP—Transportation Management Area
- Safety

The total cost of a roadway project includes preliminary engineering, right-of-way purchases, and construction. However, most of the preliminary engineering work and right-of-way purchase must realistically be pursued several years in advance of a project's planned construction year. Project-level detail on preliminary engineering and right-of-way expenditures can be found in the Highway Development Program, which is available upon request. Project costs identified in the STIP include only costs associated with construction unless specifically noted otherwise.

### PROJECT SELECTION

Need-based project selection is a collaborative process between ITD headquarters, the ITD districts, the metropolitan planning organizations, local officials, other state and federal agencies, Indian Tribes, and the public. The Department uses a variety of performance programs to meet goals for the transportation system. Project selection is often based on these performance programs, corridor planning activities and strategic goals. These are further discussed in this document in the "Funding" section. The Idaho Transportation Board reviews and approves the Statewide Transportation Improvement Program each September. The program includes five years of projects plus those in preliminary development (projects yet to be assigned a construction year). The first three years receive official approval from FHWA and FTA; the other years are included for planning purposes.

### REFERENCE MATERIALS

- Capital Improvement Program
- Annual Update Packet for the Capital Investment Program
- Enhancement Program project application packet
- Congestion Mitigation/Air Quality (CMAQ) project application packet
- Statewide Transportation Improvement Program (STIP)
- STIP Planning Calendar
- Metropolitan Planning Organization Transportation Improvement Programs
- Idaho State Highway Plan
- 2004 Long range Plan and Vision





# Public Transportation

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### DESCRIPTION OF THE MODE

Public transportation provides mobility alternatives for Idaho citizens and is a vital resource in sustaining economic development, enhancing the quality of life, relieving congestion, improving air quality, and reducing environmental and transportation concerns throughout the state. Public transportation services include:

- Fixed transit routes;
- Scheduled or unscheduled transit service provided by motor vehicle, bus, van, aerial tramway, and other modes of public conveyance;
- Paratransit service for the elderly and persons with disabilities to provide access to medical facilities, shopping, training, meal sites and other activities;
- Commuter service using van pools or car pools between cities, counties, employment centers, educational institutions, or park-and-ride lots; and
- Transportation services provided to clients of social-service programs.

ITD's Division of Public Transportation provides statewide general program coordination, planning, grant project monitoring, and process management. The division works with the Public Transportation Advisory Council, the Interagency Working Group, and the public to develop policies that will help meet the transportation needs of the citizens of Idaho.

Five metropolitan providers currently operate in urbanized (50,000+ population) areas designated by the U.S. Census with Section 5307 Urbanized Area funding:

- Kootenai County in the Coeur d'Alene urbanized area;
- City of Lewiston;
- ValleyRide in Ada and Canyon Counties;
- Targhee Regional Public Transportation Authority in Idaho Falls; and
- Pocatello Regional Transit (PRT) in Pocatello.



## Statewide Transportation Improvement Program

Sixteen city/rural transit systems serve populations less than 50,000:

- Senior Hospitality Inc in Bonners Ferry and Boundary County;
- North Idaho Community Express (NICE) in Kootenai, Bonner and Shoshone Counties;
- Special Mobility Services in Priest River connecting to Newport and Spokane WA;
- Valley Vista Care Corporation as Benewah Area Transit;
- Coeur d'Alene Tribe in southern Kootenai County;
- Regional Public Transportation (RPT) d.b.a. Valley Transit in Nez Perce and Latah Counties;
- Treasure Valley Transit (TVT) in McCall and Mountain Home Idaho;
- Valley Regional Transit in Rural Canyon County;
- Marsing Senior Center in Marsing and southern Canyon County;
- Trans IV Buses in Twin Fall and Jerome Counties;
- Valley Vista Care Corporation as Lost River Transit in Custer County;
- CART in Teton, Lemhi, Jefferson, Madison and Bonneville Counties;
- START Bus connecting Teton County with Jackson WY;
- Blaine County as the Peak Bus in Blaine County;
- Ketchum/Sun Valley Transit Authority (KART); and
- PRT also provides transportation services to the rural areas of Southeast Idaho.

At least 85 organizations currently provide land-based transportation services in Idaho. Some of the providers (e.g., Rimrock Trailways and Northwest Stages) provide service in multiple regions while others serve a limited area or population. Many senior citizen organizations, human service agencies and other volunteer organizations operate vans or small buses for clients and the Idaho Department of Health and Welfare and the Idaho Division of Vocational Rehabilitation provide transportation services either directly or through reimbursements. A major goal of the division is to facilitate coordination and to help eliminate duplication of services.

Public transportation in Idaho has improved significantly over the past few years. Service levels have increased and public transportation planning and administration have been strengthened. Over the next 5 years, improvement opportunities include strengthening policies, planning and programming governance, coordination, services, funding, and benefits. The division is also overseeing the rideshare programs throughout the state and is working with communities wanting to develop car pools, van pools or other commuter services.

### DETERMINATION OF NEEDS

In 1995, the Idaho Transportation Board approved and adopted *Movin' Idaho — Idaho Public Transportation Plan*. This qualitative plan was developed with statewide input from various





stakeholders. In 1996, the *Idaho Statewide Public Transportation Needs and Benefits Telephone Study* was completed. The purpose of the telephone survey was to measure public opinion on existing public transportation services and assess current and expected needs. The study also polled attitudes toward state and local funding for public transportation.

In 1997, the *Idaho Statewide Public Transportation Needs and Benefits Analysis Study* was completed. The study provided an overview of existing public transportation services. Through the use of mapping, data collection, and research, this document assessed levels of service in each district and identified unmet needs statewide, allowing the division to:

- Increase public understanding of current and near-term public transportation needs;
- Provide a mechanism to help identify appropriate levels of service that will result in the highest value per dollar invested into public transportation; and
- Help identify funding issues.

Information was also collected throughout 2003 during the community meetings for the *Idaho Transportation Vision*. Community leaders and organizations were invited to identify transportation needs in their communities for the next 30 years. A random phone survey polled 600 Idaho residents about their views on transportation needs. The vision document is available online at: [www.idahofuturetravel.info/vision.asp](http://www.idahofuturetravel.info/vision.asp).

## **FUNDING**

- **Vehicle Investment Program** — The Idaho Transportation Board has approved a program using state funds to purchase capital equipment. The Idaho Legislature annually approves funding for the program that is dedicated to purchasing wheel-chair accessible vehicles in the rural areas of Idaho.

Federal funding is available to Idaho under Chapter 53, Title 49, of the United States Code (U.S.C.) and SAFETEA-LU. The Federal Transit Administration (FTA) administers all funding programs available to the Division of Public Transportation. More details on these programs can be found in the Funding section.

- **Metropolitan Planning** — 49 U.S.C. 5303: Funding is allocated to the state and distributed to the MPOs by formula based on population. Currently there are five MPOs in Idaho — Kootenai Metropolitan Planning Organization, Lewis-Clark Valley Metropolitan Planning Organization, Community Planning Association of Southwest Idaho for both Ada and Canyon Counties, Bonneville Metropolitan Planning Organization, and Bannock Planning Organization. Idaho utilizes a consolidated grant program which combines FTA grant funds with FHWA metropolitan planning organization planning funds. A 7.34% local match is required.
- **Urbanized Area Formula Program** — 49 U.S.C. 5307: Funding is allocated by statutory formula to the urbanized areas of the state. This program provides funding for areas with a population of 50,000 or more. Idaho has six urbanized areas as designated





## Statewide Transportation Improvement Program

by the U.S. Census — Coeur d'Alene, Lewiston, Boise, Nampa, Idaho Falls, and Pocatello. A 50% local match is required for operations, a 20% match for planning and capital expenditures, and a 10% match for capital expenses related directly to compliance with the Americans with Disabilities Act. As a large urbanized area, Boise is no longer able to use funding for operations.

- **Nonurbanized Area Formula Program** — 49 U.S.C. 5311: Funding is allocated to the state and is distributed to meet the needs identified in small cities (population under 50,000) and rural areas. A 42.5% local match is required for operations and a 20% match is required for administration and 8% for capital expenditures.
- **Tribal Transit Program** — 49 U.S.C. 5311(c): Funding is allocated to the state to support transit services for recognized tribes in Idaho.
- **Intercity Bus Service** — 49 U.S.C. 5311(f): Funding is allocated to the state and each state must use at least 15% of the Section 5311 funds to provide transportation to connect nonurbanized areas with national public transportation services. A 42.5% local match is required for operations and 20% match for administration and 8% for capital expenditures.
- **Rural Transit Assistance Programs (RTAP)** — 49 U.S.C. 5311(h): Funding is allocated to the state for transit research, technical assistance, training, and related support services to assist Section 5311 Rural providers in Idaho meet their training needs. The division administers these funds directly and no match is required.
- **Elderly and Persons with Disabilities Program** — 49 U.S.C. 5310: Funding is allocated to the state and is distributed based on elderly and disabled populations in the state. The funds may be used for purchase of service funds or capital acquisitions for private nonprofit organizations or public agencies that provide public transportation to the elderly and persons with disabilities. An 8% local match is required.
- **State Planning and Research** — 49 U.S.C. 5304: Funding is allocated to the state and used to perform statewide transit planning. Activities include providing technical assistance to the MPOs, developing the statewide public transportation plan and strategic plan, and assisting the Public Transportation Advisory. A 20% match is required.
- **Statewide Administration** — 49 U.S.C. 5310 and 5311: Funding is reserved from the state allocations by the division to provide program administration and fulfill oversight responsibilities. The state may reserve up to 15% of the 5311 funds and 10% of the 5310 funds. The 5310 funds require a 20% match and there is no match requirement for the 5311 funds.
- **Congestion Mitigation and Air Quality (CMAQ)**: CMAQ funds are Federal Highway Administration funds allocated to the state that may be used to fund public transportation projects at the discretion of the Idaho Transportation Board. The funds are transferred to the Federal Transit Administration after the Board has approved the





project. Transit projects include capital purchases, transit planning, and transit start-up. The local match is 7.34%.

- **Demonstration Funds** — 49 U.S.C 5309 “Discretionary” funding is generally allocated by Congress for specific capital projects. States and local public bodies are eligible applicants for these funds. The Division of Public Transportation has worked with the Idaho Transit Coalition to obtain Discretionary funding. Local match requirement ranges from 10% to 20% depending on the project.
- **Job Access and Reverse Commute Program** — 49 U.S.C. 5316: This new formula program was authorized in SAFETEA-LU to provide transportation in partnership with the welfare to work initiatives around the country. Local match requirement is 50%. Contract income and funds from other federal agencies may be used as match.
- **New Freedom Program** — 49 U.S.C. 5317: This new program was created in SAFETEA-LU to provide transportation to Persons with Disabilities to access employment and training opportunities, and to participate more fully in community life.
- **Surface Transportation Program Funds:** Federal Highway Administration funds are available through the Statewide Rideshare Program. Funds may be used to develop car pools, van pools, and similar commuter services. This program funds new services and new projects in existing programs. The match rate varies on this program.
- **Flexible Funds:** SAFETEA-LU maintained the flexible funding provisions of the previous highway act that allows Surface Transportation Program (STP) funds to be used for both highway and transit projects. Eligible transit projects include vehicles, facilities and any other capital transit project eligible for assistance under 49 U.S.C. Chapter 53. Funds would be available with a local match range between 7.34% and 20% depending on the program.

## PROJECT SELECTION

Project selection is based on the needs identified in the Statewide Public Transportation Needs Assessment and Benefits Analysis Study. The study included a series of strategies to maintain current service, enhance or expand existing services, or implement new services to meet the unmet need. The County Profiles identifying needs in each county are updated each year.

Division staff reviews each grant application to make sure it meets all the application criteria and all federal requirements. The projects are evaluated to identify the organization that can best provide the services described. Staff develops a regional program of recommended projects for the 5310, 5311 and 5311(f) programs from the responsive applications.

Staff recommends a statewide program of projects to the Public Transportation Advisory Council (PTAC), who then reviews the projects and provides input to the Idaho Transportation





FY 2006 -2010  
**Statewide Transportation Improvement Program**

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Board. The Board reviews and approves the complete program of projects for all Federal Transit Administration programs.

### **APPLICATION PROCESS**

Applications for the Urbanized Area Formula Program Grants (5307) are prepared and submitted to Federal Transit Administration by the six urban areas in the state. The state has an oversight responsibility for these funds but the urban areas report directly to FTA.

The division develops and submits a statewide application each September for all planning activities (5303 and 5304). The division develops and submits an application each March for the Nonurbanized Area Formula Program (5311) and the Elderly and People with Disabilities Program (5310). Funds are made available to the providers on April 1<sup>st</sup>.

### **FY 2007 Application Time Line for 5310 and 5311 Grant Programs**

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January – March 2006	Open grant application period and public meetings.
April – May 2006	Review and evaluation of grant applications by division staff.
May 2006	Idaho Transportation Board Workshop.
July 2006	STIP Public Comment period.
September 2006	Idaho Transportation Board review and approval.
April 2007	State/Local agreements begin - Site visits with grantees to review agreements and reporting requirements.

### **PUBLIC INVOLVEMENT**

All applicants for the Nonurbanized Area Formula Program and the Elderly and Persons with Disabilities Program grant funds must notify the public and ensure they are a part of the process prior to submitting an application for funding to the division.

Applicants must publish legal notices indicating they intend to apply for federal funding and work with the division to provide the opportunity for a public hearing on the proposed project if someone with a significant economic, social, or environmental interest in the project requests a hearing. Public open houses are held in each district during the application process to allow public questions and input about proposed projects.

The applicant must provide written notification to private and other operators of public transportation services within the service area in order to avoid duplicating services. Three notices must be written to give interested parties a fair and timely opportunity to comment.



The public may also provide comments about current Rural Public Transportation providers and projects that will likely receive continued funding during the draft STIP 30-day review process each July.

### **STATEWIDE RIDESHARE PROGRAM**

The division had taken over management of projects providing funding to rideshare programs around the state. The division also manages the Statewide Rideshare Program where funds are available to local governments for developing commuter services in Idaho communities to support economic development and jobs. Statewide Rideshare Program applications are accepted each spring for new projects. Applications are reviewed by division staff and selected projects are funded on a year-by-year basis. Emphasis is on expanding services or projects in established programs or helping start programs in new areas. The division is currently exploring opportunities for partnerships in this program.

### **REFERENCE MATERIALS**

- *Idaho Statewide Public Transportation Needs Assessment and Benefits Analysis Study*
- Program Information Guide
- Grant Application for Section 5310 Elderly and Persons with Disabilities Program
- Grant Application for Section 5311 Rural Transportation Program
- Grant Application for Section 5311(f) Intercity Bus Program
- *Movin' Idaho — Idaho Public Transportation Plan*



FY 2006 -2010  
**Statewide Transportation Improvement Program**

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# Rail

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### DESCRIPTION OF THE PROGRAM

The railroads in Idaho operate 1,603 track miles in the state, including main lines, secondary main lines, branch lines, and short lines. The state is served by two major long-haul railroads, the Union Pacific Railroad and the BNSF Railway, which provide connections to points in the United States, Canada, and Mexico. The state also has one regional railroad, as well as six short line railroads that act as feeders to the major railroads.

The railroads are an important part of Idaho's transportation system and economy. Idaho's railroads originate approximately 11 million tons of freight traffic annually. Farm products are the top commodity originated, accounting for approximately 3.5 million tons. Other top commodities originated by Idaho railroads are lumber and wood products, nonmetallic minerals, food products and chemicals. Idaho railroads also terminate approximately 10 million tons of freight annually. The top commodities are farm products, nonmetallic minerals, chemicals, and food products.

The Idaho Transportation Department does not own or operate any active rail lines. The role of the state rail program has been to assist in the preservation of essential rail lines through state rail planning coordination with Idaho's private rail lines.

### DETERMINATION OF NEEDS

The economics of the rail system and alternative methods for retaining essential rail services are evaluated in the rail planning process. Priority is given to branch lines or short lines that could be abandoned or have service reductions because of poor track conditions. The rail planning process benefits shippers, railroads, communities and local officials who have a stake in preserving essential local rail freight service and jobs in the community.



FY 2006 -2010

## Statewide Transportation Improvement Program

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### FUNDING

The U.S. Department of Transportation's Federal Railroad Administration (FRA) has provided federal funding for the LRFA Program in the past for capital improvements, usually track rehabilitation. Identified projects which request financial assistance are reviewed and analyzed by the Idaho Transportation Department with regards to the needs identified in the rail planning process. Based on this evaluation, projects are selected for funding. However, Congress has not appropriated funds for the LRFA Program since fiscal year 1995. The Idaho Rail Preservation Program (IC Section 49-29), a state rail program similar to LRFA, was enacted in 2001, but funds have not yet been provided. Other than funds to upgrade railroad crossings, there are currently no state or federal funds available to rehabilitate railroads.

Safety rail crossing projects can be funded using surface transportation program funds available under SAFETEA-LU and funds from the state rail-grade crossing account.

### PROJECT SELECTION

Accident reduction projects at railroad/highway crossings are identified from a systematic review of hazardous crossings. All proposed local or state projects are prioritized statewide within available funding levels on a ranking formula, which considers vehicle traffic, train traffic, accident history and other relevant crossing data. These funds are available for any state or local public road. The Idaho Transportation Board makes the final project selection.

### APPLICATION PROCESS

Local agencies should contact their ITD District office or the Rail-Highway Safety Specialist listed at the front of this section for information concerning this process.

### REFERENCE MATERIALS

- Idaho State Rail Plan and Updates/Amendments
- Federal regulations pertaining to the Local Rail Freight Assistance Program
- Idaho Code Section 49-29, Rail Service Preservation Program
- Report to the Idaho State Legislature by the Rail Transportation Advisory Group in response to House Concurrent Resolution 17 of the 2001 Idaho Legislature

